

[The MINING JOURNAL is Registered at the General Post Office as a Newspaper, and for Transmission Abroad.]

[WITH SUPPLEMENT.] { PRICE FIVEPENCE.
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THE BRAZILIAN CONSOLS MINING COMPANY (LIMITED).

Capital £100,000, in 100,000 Shares of £1 each.

First Issue, 30,000 Shares of £1 each.

First issue of 30,000 shares, for the purchase of the "Ignacio" property, with stamping mill at work, and comprising the valuable mines called "Rumao," "Macaco," "Mato Mato," and "Capitao Simao."

5s. to be paid on application; 10s. on allotment.

If no allotment is made, the deposit will be returned in full, and the balance, if required, will not be called up under less than three months' notice.

DIRECTORS.

Hon. FREDERICK WALPOLE, M.P., Carlton Club, Pall Mall.

Sir AUGUSTUS WEBSTER, Bart., Army and Navy Club, Pall Mall.

G. T. MOCKETT, Esq., Wantage, Berks; and Marianna, Minas Geraes, Brazil.

J. WILSON RIMINGTON, Esq., Lynton House, Upper Norwood.

JAMES JACKSON WARD, Esq., Lamberhurst, Kent.

Capt. C. R. KERR HUBBARD, Kingsbury, Middlesex.

BANKERS.

In London: IMPERIAL BANK (Limited), Lothbury.

In Brazil: The ENGLISH BANK OF RIO JANEIRO.

SOLICITORS.

Messrs. SMITH and CO., 13, Northumberland-street, Strand.

CONSULTING ENGINEER.

W. R. COLLETT, Esq., F.R.G.S., Carlton Club, Pall Mall.

BRACKEN-GEOFFREY PLATER, Esq., 4, Austin Friars, E.C.

AUDITORS.

Messrs. LOVELOCK and H. W. S. WHIFFIN, Accountants, 19, Coleman-street.

AGENTS.

Messrs. SHARPE, NICOLSON, and CO., Rue des Pescadores, Rio Janeiro.

SECRETARY—Mr. H. M. WILLIAMS.

OFFICES—8, KING STREET, CHEAPSIDE, E.C.

PROSPECTUS.

This company is formed for the purchase and effectual development of extensive gold mines and washings, on which reports are attached to the prospectus, some of which have been worked for gold for upwards of a century, and where new discoveries have recently been made.

There are two properties, the Ignacio and Itacolumy. The first issue of shares is made for the immediate purchase and working of the Ignacio, which comprises an area of 10 square miles, or 400 acres, lying north-west of the episcopal city of Marianna, and between Ouro Preto, the capital of the Province of Minas Geraes, and the villages of Antonio Pereira and San Sebastiao.

The property is exempt from all rents or royalties. It is situated about 2½ miles north-west of the Don Pedro North del Rey Mines. The Jacoinga lode and its productive branches from which the greatest profits of that company have been made runs through its entire breadth.

Considerable sums have already been expended on superficial workings, as well as on the construction of roads and water courses, smithy, &c. A stamping-mill of six heads, driven by water-power, is at work on the property.

The price to be paid for this property is £8000 in cash, and £10,000 in fully paid-up shares.

The whole freehold, including buildings, camps, woods, forests, forges, stamping-mill, water-courses, and wheels, is secured by this payment.

The titles can be traced back as far as the year 1749. There are four mines and various washings open, called respectively, "Rumao," "Macaco," "Mato Mato," and "Capitao Simao," for the working of which the remainder of this issue will be ample.

Roads, public and private, run through the property to and from the agricultural neighbourhoods; and the Pedro Segundo Railway is being rapidly carried forward to the mines, which will then enjoy all railway facilities.

The Itacolumy is a separate property, lying eastward and northward of the Don Pedro, and the Jacoinga lode runs through the southern portion of it. It comprises an area of 20 square miles, or 12,800 acres of freehold land, the property of the late Baron d'Itabora, and there are several workings and washings on it. The company has a concession of this property, which will be acquired by a subsequent issue of shares, in which the preference will be given to the original shareholders.

The contract entered into is dated 24th December, 1872, and is made between W. H. Williams of the one part, and Francis Wemyss, on behalf of the company, of the other part.

Forms of application for shares can be obtained at the Imperial Bank, Lothbury, or at the offices of the company, where also maps and reports from English and Brazilian engineers can be inspected.

8, King-street, Cheapside.

LLYN-Y-PANDY LEAD MINING COMPANY (LIMITED).

Incorporated under the Companies Acts, 1862 and 1867, by which the liability of each shareholder is strictly limited to the amount of his subscription.

Capital £50,000, in 50,000 shares of £1 each.

Fully paid-up.

DIRECTORS.

JOHN R. BANNER, Esq., 20, Tithe-barn-st., Liverpool (Merchant).

LEWIS BIDEN, Esq., 9, Victoria-chambers, Westminster.

R. W. BILLINGS, Esq., Molinare, Putney (Director of the Crystal Palace Company).

Capt. BROWN, R.A., F.G.S., Portsmouth (Chairman of the Vron United Mining Company).

Capt. F. ELLIS, 32, Malda Hill, W.

HUGH HUMPHREYS, Esq., Hendre Gaerog, Carnarvon.

Major M. PETRIE, Hanover-terrace, Ladbrooke-square, W.

LOUIS A. RITTERBANDT, Esq., 18, St. George's-terrace, South Kensington.

SOLICITORS.

Messrs. KIMBER and LEE, 1 and 2, Great Winchester-street-buildings, Old Broad-street, E.C.

THE IMPERIAL BANK (Limited), Lothbury, London, E.C.

AUDITORS.

Messrs. CROSDILL, SAFFERY, and CO., 14, Old Jewry-chambers, E.C.

SECRETARY—EDWIN MILLER, Esq.

OFFICES—5, WHITEHALL, LONDON, S.W.

PROSPECTUS.

This association, registered as "The Llyn-y-Pandy Lead Mining Company (Limited)," is organized for acquiring and working an extensive and highly-mineralised property in the parish of Mold, Flintshire, held under agreement for lease for 21 years.

It is due to the promoters at the outset to state that, in view of the statement and estimates made by some of the most practical mining engineers and geologists of the day, this enterprise is pronounced to be based on the most direct, important, valuable, and readily available interests which could be possibly offered to the public.

The Llyn-y-Pandy set is traversed by a series of lodes, running east and west nearly parallel to each other, which have been more or less proved, but selecting those which have been most worked upon—viz., the Rhydy-Mwyn and Pant-y-Mwyn lodes, are to be credited with returns during several years up to the late stoppage of the mine, amounting to 400 tons of lead per month. This yield, it is confidently asserted, may be taken as a fair type of the whole, and when it is stated that for the most part of it the royalty paid was an eighth, a rather extravagant impost, while lead ore realised only 28 per ton.

However, such anticipations, well founded as they are, and essentially fraught with the highest importance, are, to an immeasurable extent, enhanced by the fact that between the Llyn-y-Pandy and Pant-y-Mwyn lies a tract of land somewhat about a mile long, which may be designated virgin ground, and to quote the official report, "known to contain two, if not three, lodes, which only await development so yield untold wealth."

Such are the several facilities presented by this piece of land that its lodes can be reached and explored by means of an adit level, which is now being driven as fast as possible, and will intersect the first of two courses mentioned at a depth of 100 yards. The profits then, in this first instance, it is considered will be very large.

One of the most remarkable evidences of the prolific deposits in this ground is palpably apparent in the level now being continued on a cross-course, which within about 100 yards of the land included in the original Llyn-y-Pandy grant yielded a merely moderate expenditure a quantity of ore worth between £7000 and £8000, from comparatively short and shallow workings.

The driving here promises to be largely productive, and it is anticipated the intersection of the east and west lodes will be distinguished by results which will mark an era of mining in the Principality.

A system of working on the cross-courses, levels, and lodes is about being acted upon which will effectually drain the whole at one and the same time, and by upon which a considerable outlay will be avoided. These engineering adaptations will accomplish great facts, as whatever machinery may be required will suffice for entire command over the whole of the set that would be otherwise unreachd, without much time and labour being expended.

Several thousand of pounds have already been expended in forming watercourses, making roads, and doing what is usually known as dead work, and will be at once available and of great advantage to the company.

Facilities for the transmission of ore from the dressing-floors are thoroughly secured by both road and rail, the mine being in easy proximity to Rhydy-Mwyn Station on the Mold and Denbigh Railway.

Perhaps no mine was ever placed on the English market to which less risk is attached than the Llyn-y-Pandy; a review of its proved and prospective capabilities will establish its worth as presenting one of the most profitable commercial undertakings of the day, non-affected by greater security to capitalists.

From whatever point it is regarded, whether it be its geological and topographical position, its mineral resources, its large hundreds of thousands per annum in some of which have for a series of years been already being favourably and profitably to the shareholders, or from its position as a mine, and old miners rapidly developed, the opinion recorded by the public and by repute this property who have inspected and have long known in public is secured a guarantee for which it would be difficult to find a parallel among prospective mines.

Applications for shares must be made in the prescribed form, but no application can be entertained unless the deposit of £1 per share has been previously paid thereon, and in the event of no allotment being made the deposit paid will be returned without any deduction.

PRIDEUX WOOD TIN MINING COMPANY (LIMITED).

Capital £10,000, in 2000 shares of £5 each, fully paid-up.

BANKERS.

WEST LONDON COMMERCIAL BANK (Limited), 34, Sloane square, S.W.

This mine is situated in the well-known St. Blazey district, and is provided with ample water-power. There is quite £5000 worth of work done for the new company, and no uncertainty of waiting for the development of the mine, as the presence of the ore is certain, and in such quantities as must ensure immediate and great success. The company has been registered under the Acts of 1862 and 1867, whereby the capital is limited to £5 per share. The purchase of the property having been completed, and the leases conveyed to the company, the directors are now prepared to allot shares.

Prospectuses and forms of application for shares can be obtained of the secretary at the company's offices, Chandos Chambers, 22, Buckingham-street, Adelphi, W.C., where the Articles of Association may be seen.

7th February, 1873. EDWARD PETTIT SMITH, Secretary.

WHEEL BRITAIN (ST. AGNES).

This mine is situated in one of the best tin and copper-producing districts in St. Agnes, and is held for 21 years.

Operations have been carried on for about 12 months, and about 16 tons of tin have been sold.

The mine is divided into 6000 shares, and 4000 (6000th) SHARES are FOR SALE.

To inspect the mine, and for further particulars, apply on or before 28th February, 1873, to—

JOEL PHILLIPS, Blackwater, Scourier, Cornwall.

Dated Blackwater, 15th February, 1873.

THE GOGINAN AND LEVEL NEWYDD MINES COMPANY (LIMITED).

Capital £30,000.

Divided into 12,000 shares of £2 10s. each.

Payable 10s. a share on application, and 10s. a share on allotment.

The remainder by instalments of 5s. a share at intervals of not less than three months.

DIRECTORS.

WILLIAM FRANCIS, Esq.

ROBERT HENTY, Esq.

JOHN TAYLOR, Esq.

RICHARD TAYLOR, Esq.

(With power to add to the number.)

MANAGERS—Messrs. JOHN TAYLOR and SONS.

OFFICES—6, QUEEN STREET PLACE, LONDON, E.C.

Where prospectuses may be had, and applications for shares are to be addressed.

PROSPECTUS.

This company is to be formed to purchase the lease of the Goginan Mines, with the valuable plant and machinery thereon, and to carry out the works of exploration. This property is situated 7 miles from the town and shipping port of Aberystwith, and the set extends over a mile upon the course of the lodes.

The ore is rich in silver, and the present price is upwards of £19 per ton. There is ample water-power, and therefore steam-power is not required.

There is a large quantity of machinery on the mines, including numerous water-wheels, crushing mills, drawing-machines, and also all necessary pumping-gear and dressing apparatus, agate houses, offices, workshops, storehouses, &c.

Arrangements for leases have been made for a renewed term of 21 years, at reduced royalty.

The great productiveness and profitable results which formerly attended the working of these celebrated mines are well known; and it is confidently considered that, by the judicious outlay of (say) £15,000, they can be brought again to a state of their former prosperity, when for many years the profit was from £4000 to £9000 a year.

The liquidator of the Goginan Mines Company has entered into a conditional arrangement to hand over to the directors of this company the lease, plant, machinery, and stores as a going concern, upon the following conditions:

That he receives a sum of money sufficient to pay and satisfy all the liabilities of the Goginan Mines Company, and for the obtaining of new leases, not exceeding £5000 in cash and £1000 in fully paid-up shares, in addition to 3363 fully paid-up shares to be distributed amongst the shareholders in the old company according to their respective holdings, in lieu of the 5665 into which the company is divided, on which more than £20,000 has been paid.

The remaining shares of the 12,000 to be issued, and the payment to be made by instalments, as stated above.

A provisional contract has been entered into, dated Jan. 28, 1873, and made between the Goginan Mines Company (Limited) of the one part and Joseph Leaver of the other part, for the purchase of the mine, and the same can be seen at the company's offices.

Goginan Mines, December, 1872.—I beg to submit you the following report on these mines, stating what I would recommend to be done for their further opening out and proper development.

The operations have of late been chiefly confined to the driving of the 110 fathom level, east of mine below the 100, and stopping the back of same, where a large and strong lode, varying from 8 to 12 feet wide, has been opened out for about 100 fms. in length, with in places 1 ton to 1½ ton of silver lead ore per fathom.

In the present end of this level east the lode is 5 feet wide, easy throughout, and producing from 1½ ton of lead ore per fathom; and in the stopes the lode yields about the same quantity per fathom. But having to draw the stuff and water by manual labour to the 100 is very costly; in order, therefore, to avoid this Bryn Pica shaft should be sunk, and levels driven at greater depths westward into the long run of good ore ground before alluded to, which, from present appearances, would bring this part of the mine again into a profitable position. The eastern ground towards and under the Blwch Mine should also be proved.

There are several other points of great promise in this property to be carried out—viz., to extend the cross-out south of the lode at the deep adit or 60 fms. level, west of Bryn Pica shaft, which is about 100 fms. below surface; also to continue the deep adit level eastward under the Blwch Mine, where we have about 70 fms. in length on line of lode, which would be 20 fms. deeper than their present workings, they having gone down to the extent of their boundary line for that length, and where there was a great quantity of ore raised.

The western part of Goginan Mine is another point of great promise. In this part of the mine, west of Taylor's shaft, there has been a rich lode worked upon for about 150 fms. in length, and nearly to the depth of the 120 fms. level. In the bottom of which level there is a large, strong, and promising lode, containing some good ore in places; and, from indications, I fully believe that if this part of the mine is further developed in depth rich deposits of lead will again be discovered.

In order to do this properly the present western shaft should be sunk (say) 50 fms. deeper, and a level driven eastward on the course of the lode, which would reach under the long run of rich ore ground in about 100 fms. of driving, and in all probability good bunches of ore will be discovered ere the before-mentioned run of ore is reached. To the west of this shaft there is also about 130 fms. on the line of the lode of untried ground, of which I have a favourable opinion. There is a 36 ft. water-wheel, 3 ft. above, already erected on this western part for the development of this part of the mines. There are also two parallel lodes to the north in this set (about 70 fms. apart), which can be intersected at a considerable depth by a cross-out from the side of the hill.

The Level Newydd Mine, or eastern part of this property, is now down 72 fms. from surface, and if further developed in depth, and levels extended westward under the Blwch Mine, there is a good lode gone down in this set for upward of 40 fms. in length, with from 1 ton to 1½ ton of lead ore per fathom; it will, in my opinion, be also worked to a good profit. When taking into consideration the great length of ore ground seen in this property, and the parallel lodes as yet unproved in it, &c., with a fair capital (say £15,000) to further develop the mines in the manner before described, I do not hesitate to say that undoubtedly it will prove a good, lasting, and profitable concern. About 25,000 tons of silver-lead ore (realising £400,000) have been returned from these mines by the present company, which produced nearly 50 tons of silver, and large profits have been made. I may remark that these mines, can be worked cheaply, there being ample water-power; they are also well supplied with houses for agents, cottages for miners, offices, smith and carpenter's shops, stables, storehouses, &c., and excellent roads.

Messrs. John Taylor and Sons.

6, Queen-street-place, London, E.C.

8th.—With this we beg to hand you a prospectus of a new company for the purchase of the property and effects of the Goginan Mines Company (Limited), and for carrying out to completion the working of the same. The old mine has been self-supporting for several years past; but no means have been available for carrying out the proper development of the resources comprised in this extensive grant.

Several of the shareholders in the former company are willing to join in the new one, and we shall be glad to assist by taking up shares and recommending our friends to join in the adventure, which is a most promising one. The report of Capt. James Paul, the resident agent, which is annexed, describes the principal operations which are required to bring the mine again into a productive and profitable state. They are mainly to carry down the necessary shafts in order to win ore which is known to exist, and to continue workings by extending the levels into new ground, and a cross-out towards other undeveloped portions of the lodes. The first and most important work is to sink the Bryn Pica shaft at the eastern extremity, and a winze or internal shaft at the western end of the eastern course of the ore, so as to bring that part of the mine quickly into returns.

The great deposit of ore worked at Goginan in former years with large profit was supposed to have a westerly dip; and to prove that ground a new shaft has been commenced, and should be sunk 50 fms. deeper. This is a trial of great promise, and there are others in the eastern portions of the set. The Goginan lode is very wide, and in places it contains some very rich solid ribs of silver-lead ore. In other places there are large bunches of lodestuff, mixed throughout with strings of ore, and it is believed that very considerable quantities can be laid open and raised at a very moderate cost; and with the advantage of a Blake's stone-breaker, and such other improved machinery for dressing as has been invented within the last few years, we expect that good returns can be ensured. By reference to the sections of the mines it will be seen that the works contemplated are easy of execution, and that a large mine can be opened up by the outlay of a comparatively small sum of money. The chances of very rich discoveries are great, and there is a certainty that much productive ground will be reached. The advantage of the abundant water-power possessed by this mine is very considerable, as coals are now so costly as to render steam-power undesirable where it is possible to apply water in its stead.

The water at Goginan is brought in from large reservoirs on the mountain lands above, and has a fall of several hundred feet within the limits of the mine. We may repeat that there are few mines which present such chances of large gain for a very moderate outlay as at Goginan and Level Newydd, and the aspect of the lead market is now of a very encouraging kind. JOHN TAYLOR and SONS.

THE SUCCESS, RUSHY CLIFF, AND CONSOLS LEAD MINING COMPANY (LIMITED).

Capital £16,000, in 16,000 Shares of £1 each.

DIRECTORS.

Mr. H. C. SIMPSON, Leopold-street, Derby.

Mr. T. D. ROBINSON, Bridge-street, Derby.

Mr. W. B. HEWITT, Barton House, near Derby.

Mr. C. E. SWINDEN, Duffield-road, Derby.

BANKERS.

Messrs. W. and S. EVANS and CO., St. Mary's Gate, Derby.

AUDITORS.

Messrs. HARRISON and CO., Accountants, Derby.

SOLICITOR.

W. H. SALE, Esq., St. Mary's Gate, Derby.

SECRETARY.

Mr. L. L. SIMPSON, 61, Osmaston-street, Derby.

OFFICES,—61, OSMASTON STREET, DERBY.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of purchasing and working mining properties, consisting of the Success, Rushy Cliff, and Consols Mines, which are consolidated into one property, situated in the parish of Tinsley, near Derby, and four miles from Ashbourne, a railway station, in a good turnpike road, forming an easy transit for ore.

This mining set is in the Crown field, in the mineral division of the Derby and Soke and Wapentake of Wirksworth, and is held under a lease for 125th royalty.

The geological position of these mines is all that could be desired, being found in the same carboniferous limestone measures as those of the Flintshire and Denbighshire, which have been and are now yielding large quantities of ore. The celebrated Eton Mine, belonging to the Duke of Devonshire, is four miles from this set.

The mines have been purchased on most advantageous terms, the company agreed to accept the whole of the purchase money in fully paid-up shares, the company have agreed to allot 10,000 £1 shares to the vendors, and offered for subscription; the remaining 4000 are held in reserve.

An inspection of the property was made last October by Capt. James and James Roach, well-known and reliable authorities in mining, who gave in the reports. At Nancy a large vein, rich in ore, has been discovered in the line of driftage, and 2 ft. below the level, dipping at an angle of 15° to the horizontal, and has been opened 13 fms., and in about 10 fms. intersect the first vein running into it. The appearance of this set is promising.

For full prospectus, reports of the mining captains, and applications for shares, to the Secretary.—Derby, January 30, 1873.

THE SUCCESS, RUSHY CLIFF, AND NANCY CONSOLS LEAD MINING COMPANY (LIMITED).

Notice is hereby given, that the LIST OF APPLICATIONS for shares in the ABOVE COMPANY will CLOSE on SATURDAY, March 8, 1873.

ISSUE OF £50,000 in 3200 DEBENTURES of £25 each, bearing interest at 5 per cent. per annum in half-yearly payments (viz., on the 1st of October and April, the first payment commencing on the 1st of October, 1873).

To be secured on the whole property of the company, and on the 20 years by annual drawings, reserving the option to the directors to redeem the debentures after the first seven years. A bonus of £10 per cent. on the redemption. The drawings to commence at the end of the seventh year, and the debenture holders prefer exchanging their debentures for shares of the company, they shall have such option if declared within two years after the debentures.

THE LLANGENNECH COLLIERIES COMPANY (LIMITED).

LLANELLY, SOUTH WALES.

PAYMENTS—£2 on application; £3 on allotment; £10 on the 1st of May, and £10 on the 1st of April, 1873.

TRUSTEES FOR THE DEBENTURE HOLDERS.

Sir THOMAS GORE BROWNE, C.B., K.C.M.G., late Governor of Tasmania.

Major-General GREEN, United Service Club.

W. T. CHARLEY, Esq., M.P.

DIRECTORS.

MATTHEW WOODFIELD, M. Inst. C.E., F.R.G.S., formerly

intendant Cape Copper Mining Company (Limited).

Rear-Admiral the Honourable A. A. COCHRANE, C.B.,

ment-street, W.

ALEXANDER HALCOMB, Esq. (Aberdeen Merthyr Colliery Company), Director, Halcomb and Co. (Limited).

WILLIAM E. MEHL, Esq. (Jahn Mehl and Co.), General

street, Merchant.

G. N. WILKINSON, Esq. (Wilkinson, Watt, and Co.), 11, Hill

street, Steamship Owner.

GEORGE H. MILLER, Esq., Great Winchester-street, E.C., Swansea and Bridgend, Colliery Proprietor.

MANAGING DIRECTOR.

JOHN T. RAMSAY, Esq., Walbottle Hall, Blaydon-on-Tyne, Colliery Proprietor.

CAPE CORNWALL.—Richard Pryor, John Davey, Feb. 11: There is no change in this mine ceiling for remark since our setting report of last week. The 10th cross-cut, north of engine-shaft, is opening into a kindly channel of ground, and we are hastening the development of this important point with all possible speed. In order to cut the north lode in this level.

CASTLE AN DINAS.—S. Symons, C. Kessel, Feb. 13: The new engine-shaft is sunk 15 fathoms below the level of the old shaft, caused principally by the late heavy rains, preventing the further sinking for a time and the new engine-shaft the cross-cut from the old engine-shaft to the point where the new engine-shaft will be sunk; this must be done in order that the elvan may be drained to greater depth. When the pit is removed from the old to the new shaft every opportunity will be taken to resume the sinking; and should the weather continue very dry it is very probable that the water will recede so as to allow the work to be continued. It is important that the shaft should be sunk as quickly as possible to a sufficient depth, so that the new engine-shaft may be put in operation. The ground will then be laid out so that it can be easily taken away, the produce of which has been proved to be very rich indeed.—*West Stone.* This mine is still looking very

promising. The lode in the winze sinking below 1 1/4 ton lead per fathom, and being in easy ground may be a valuable discovery; according to the dip, we shall not be long in finding a line of ore in the S.E. west. There is no material change in general

back of this level to two men and one boy, at L. 12s. 6d. per fathom. One ditto to four men, at L. 15s. per fathom. One ditto to four men, at 2l. per fathom. One ditto to four men, at 2l. per fathom. The 30 ft. level to drive north-west of Pressure shaft, on the caunter lode, by four men, at 7s. 6d. per fathom. The 20 ft. level to drive south-east of the back of this level to seven men, at L. 12s. 6d. per fathom. The 20 ft. level to drive south-east of the back of this level to four men, at 7l. per fathom. One stop in the back of this level to four men, at 2. 10s. per fathom. One ditto to two men, at 1l. 15s. per fathom. The 20 fm. level to drive west of the caunter, on Hope lode, by four men, at 7l. per fathom. One stop in the back of this level to three men, at L. 12s. 6d. per fathom. The deep adit level to drive south-east of Vivian's shaft, by four men, at 6l. 10s. per fathom.

WEST GREAT CONSOLS.—Feb. 13: In consequence of the ground at the 30, south-east of Pressure shaft, for the winze plant, at find West Great cross-cut engine lode, we are driving at 10l. per fathom—a very kindly lode, considerably improved from the shallow adit levels; we shall drive a few feet on the course of this lode to prove if it holds good as we get away from the caunter before we commence sinking the winze.

WEST GREAT CONSOLS.—Richard Pryor, H. Vial, Feb. 11: Setting Report: On Saturday last set the following bargains: No. 3 cross-cut to drive north of Accountant's shaft, by six men, at 9l. per fathom. The 50 to drive west of Plantation shaft, by four men, at 8l. per fathom. The 40 to drive east of the side of the lode for dispatch. The 40 to drive east of Kelly's Hole shaft, by two men, at 2l. 10s. per fathom. The part of the lode that is being carried is about 3 ft. wide, of a very kindly nature, and producing some good mundaie. The adit level to drive north of Broadgate shaft, by four men, at 7l. per fathom. Our object in driving this is to communicate with the new engine-shaft, which we hope to accomplish in about two months. All things at surface are progressing satisfactorily, and our business well conducted.

WEST JEWELL.—J. Michell, Feb. 13: Very good progress has been made since we have cleared the 57, west of Greene's engine-shaft, and in four or five days we shall reach the end. The winze sinking in the bottom of the 42, west of Hodges' cross-course, is down 6 fathoms, and worth 15l. per fathom. The slope in the back of the 42, west of Hodges' cross-course, is worth 12l. per fathom. Morcom's lode, at the 30, is improving in appearance as we get away from the influence of Hodges' cross-course.

MARIA AND FORTESCUE—W. Skevis, Noah Coward, Feb. 11: Working Maria Lode: The men in the 93 east were engaged in stripping down the south part of the lode, which is now 2 ft. wide, producing saving work for copper, and good stones of tinstuff. In nearing the end it appears to increase in size, and as soon as sufficient be taken down to admit of a fair average sample being taken we will speak more fully respecting its value. The ground by the side of the lode in the 93 east is easier for progress, but no alteration can be reported in the value of the lode, neither having reached the same stage as the Cupel Tor, across the ground in the 111 level. A little more speed, but the lode is smaller, and not so good as when last reported on; now 4 ft. wide, and worth for copper 35l. per fathom. The various stops are without alteration, and the same remark applies to the 52 cross-cut lode and the 20 cross-cut south.

WEST STIPERSTONE CROSS.—R. Smitham, Feb. 13: The 40 fm. level cross-cut west is driven 6 feet, and east also 6 feet; ground favourable at each point.

WEST TANKERVILLE.—Arthur Waters, Feb. 13: Setting Report: The south boundary level, at the 20, was driven 4 ft., against the said shaft, at 15l. per fathom. The rise in the 20 fm. level, against the said shaft, by four men, at 15l. per fathom. The 20, south of cross-cut on No. 2 caunter, by four men, at 9l. per fathom; the lode is 10 to 12 ft. wide, yielding rich ore stuff. To shoot down sides and roof of drift in the 40 fourth, and prepare for driving the end on Laurence's lode, by four men a bargain, at 4l. 10s.; the lode in said end is worth 26l. per fathom. The slope in back of the 60 fm. level, on No. 1 caunter, by two men, at 8l. per fathom; the lode is 10 to 12 ft. wide, yielding rich ore stuff. To clear up the old shaft for stores about this part of the mine to set when the shaft shall have been brought down.—California: The shaft to sink below the 22 fm. level by six men, at 12l. per fathom; the lode is large, composed of carbonate of lime lead, and blende, worth 60l. per fathom. The 22, to drive south of shaft, by two men, at 8l. per fathom; the lode is of a kindly character.—Cornish Lode: The slope in deep adit, north of shaft, by two men, at 4l. per fathom, worth 10l. per fathom.—Wood Lode: The 48 south by two men, at 10l. per fathom. The 48 north, west, on the 48, at 4 ft. level, yielding 3 tons of ore per fm.; it is hardly as good as it was, still it is a strong kindly lode, and we think it will turn out to be the beginning of a run of ore. The lode in the 40 end west is 11 in. wide, yielding 2 tons of ore per fm., and we think it will soon improve. The winze below the 40, east of shaft, is down 3 fms., and is yielding 3 tons of ore per fathom, so, on the whole, we are looking very well at this shaft. The pitch in the back of the 40 east has improved lately.

SAL LUCO OPERATIONS.—The Nandoesha Lode, at the 55, cutting down the shaft on the pier lode where breaking good stones of ore. The lode in the adit end looks very promising; it is now 3 ft. wide.

WEST WHEAL GORLAND.—J. Mayne, Feb. 13: In the 43 fm. level east the lode looks well, and is without alteration. The three stops in the back of this level, west of shaft, are worth on the aggregate 50l. per fathom. We have now commenced stopping in the bottom of the 32 fm. level, in a lode worth 15l. per fathom. At this point there is a large quantity of good tin stone west, on the 32, at 4 ft. level, yielding 3 tons of ore per fm.; it is hardly as good as it was, still it is a strong kindly lode, and we think it will turn out to be the beginning of a run of ore. The lode in the 40 end west is 11 in. wide, yielding 2 tons of ore per fm., and we think it will soon improve. The winze below the 40, east of shaft, is down 3 fms., and is yielding 3 tons of ore per fathom, so, on the whole, we are looking very well at this shaft. The pitch in the back of the 40 east has improved lately.

SAL LUCO OPERATIONS.—The Nandoesha Lode, at the 55, cutting down the shaft on the pier lode where breaking good stones of ore. The lode in the adit end looks very promising; it is now 3 ft. wide.

WEST WHEAL GORLAND.—J. Mayne, Feb. 13: In the 43 fm. level east the lode looks well, and is without alteration. The three stops in the back of this level, west of shaft, are worth on the aggregate 50l. per fathom. We have now commenced stopping in the bottom of the 32 fm. level, in a lode worth 15l. per fathom. At this point there is a large quantity of good tin stone west, on the 32, at 4 ft. level, yielding 3 tons of ore per fm.; it is hardly as good as it was, still it is a strong kindly lode, and we think it will turn out to be the beginning of a run of ore. The lode in the 40 end west is 11 in. wide, yielding 2 tons of ore per fm., and we think it will soon improve. The winze below the 40, east of shaft, is down 3 fms., and is yielding 3 tons of ore per fathom, so, on the whole, we are looking very well at this shaft. The pitch in the back of the 40 east has improved lately.

SAL LUCO OPERATIONS.—The Nandoesha Lode, at the 55, cutting down the shaft on the pier lode where breaking good stones of ore. The lode in the adit end looks very promising; it is now 3 ft. wide.

WHEAL ARGUS.—T. Trenair, Feb. 13: The men in Hutchins's engine-shaft have cut down the shaft last reported, making altogether 14 fms. 5 ft. Collier's shaftmen are preparing to cut pit for discharging the work at the adit level. The men in the adit level are progressing with their work very satisfactorily. The masons are getting on with the engine-house, and the carpenters are preparing the necessary woodwork for the same. The stamps are working well, and I hope to sell as much tin for four weeks as we did for the eight weeks before. The other parts of the mine are looking as last reported.

WHEAL BULLER.—H. Harris, Feb. 12: Hosking's shaft is much the same as last report. The 114 driving level is worth 14l. per fathom.—Stevens' Shaft: The slope in back of the 102 is worth 15l. per fathom. The slope in bottom of the 50, east of shaft, is worth 30l. per fathom. The cross-cut in the 60 is communicated. The men are now preparing to rise against the 50. The men engaged in the rise against the new shaft having completed their last bargain, we have set them again at 8l. All our tribute pitches are looking much as usual.

WHEEL COATES.—W. H. Martin, Feb. 12: There is a peculiar change to notice in the weather, and we hope to go on with our surface work with greater speed. We have erected the high stands for the skip-road, and the carpenters are fixing the road. We purpose to complete the winding path connected to the stamps engine first. The engineers are in a forward state, and we intend to start the engine with drawing apprentice by the end of this month.

WHEAL CREBOR.—J. Goldsworthy, Feb. 13: In the 120, east of Cook's shaft, the driving is forced on by the 120, east of Cock's shaft, the driving is being made. In the 120, east of Cock's shaft, the lode is from 3 to 4 ft. wide, a fine looking one, composed of quartz, apatite, mundic, and copper ore, and worth of the latter 25l. per fathom, with indications of further improvement. In the 96 cross-cut south there is an increase of water from the end. In the 72 east the driving is by the side of the lode, in a fine stratum. In the 48 east the driving is by the side of the lode. We shall take down the lode in time for the next report. In the rise in the back of the 45 the men are taking down the lode, which is from 3 to 4 ft. wide, full 11 tons of copper ore per fathom. The tribute pitches are without change.

WHEAL FRIENDSHIP.—Feb. 10: Bennett's Lode, west from Whitburn cross-cut: At the 150 driving west the lode is 1½ ft. wide, but unproductive. At the same level driving east the lode is 1½ ft. wide, yielding ¾ ton of copper per fm. The slope in the back of the 140, east of Friend's rise, is yielding 2 tons of copper ore per fathom.

WHEAL GRENVILLE E. Hosking, W. Bennetts, Feb. 8: The shaftmen have begun the cutting of the ground for bearers and cistern, which we hope to fix next week. The lode in the 140, east of cross-cut, is worth fully 40l. per fathom; the further we open on this lode the better we like the appearance of it; the ground is easier for driving, and the men are making good progress. The lode in the 120 east is 2 ft. wide, and worth 12l. per fathom. The lode in the 120 west is 11 in. wide, and producing saving work for tin. The lode in the 110 east is 2 ft. wide, and worth 15l. per fathom. The lode in the 100 east is 3 ft. wide, and worth 10l. per fathom. The lode in the 80 east is 20 in. wide, and worth 9l. per fathom. The slope below the 90 is worth for tin and copper 20l. per fathom. The slope above the 90 is worth 10l. per fathom. The lode in the 80 east is 20 in. wide, and worth 12l. per fathom. This lode in the 60 east is 2 ft. wide, and worth 10l. per fm.

WHEAL KITTY (St. Agnes).—S. Davey, John Williams, Feb. 8: New Shaft, Pryor's Lode: In this shaft, sinking below the 30 fm. level, the breasting change part of the lode is further exposed, and the lode is 14l. per fathom. In the 130 fm. level, east of shaft, the lode has improved during the week, now worth for tin 12l. per fathom. In the 130 fm. level, east of shaft, the lode is worth for tin 14l. per fathom. In the 118 fm. level, driving west of shaft, the lode is worth for tin 10l. per fathom. No lode has been taken up in the 118 fathom level, east of shaft. In the 106 fathom level, driving west of shaft, the lode is worth for tin 14l. per fathom. There is no change worthy of remark in the winze sinking beneath the 106 fm. level east of shaft. In the 100 fm. level, driving west of shaft, the lode is worth for tin 14l. per fathom. In the 83 fm. level, driving west of shaft, the men are sinking the lode. In the 20 fm. level, driving west of rise, the lode is becoming more settled as it gets out of the influence of the gossan. The lode in the 90 fm. level, driving east of engine-shaft, is producing a little tin. In the north adit level, driving west of eastern boundary, the lode is 3 ft. wide, presenting a beautiful green, and yielding rich stones of copper ore, which is the forerunner of large deposits of tin in the shallow levels of this locality.

WHEAL KITT.—X. M. Harris, Feb. 13: We are making better progress in sinking the engine-shaft, and hope we have got through the worst of the hard ground

The 40 ft. level is 10 ft. wide, yielding $1\frac{1}{2}$ tons of lead. The ground in the cross-cut driving north, in the 40 ft. level, has been broken up by the water sinking below the level; fair progress is being made. The lode in the winze sinking below the seasonal stones is lead. We have commenced to drive this lode down from the 60 ft. level.

The lode in the winze sinking below the 20 ft. level is promising. The lode in the winze sinking below the 10 ft. level is $1\frac{1}{2}$ ton lead per fathom, and being in easy ground may be made discoverable; according to the dip, we shall not be far from the true line of ore in the 35 feet. There is no material change in dip

back of this level to two men and one boy, at 17. 12s. 6d. per fathom. One ditto to four men, at 17. 15s. per fathom. One ditto to four men, at 2s. per fathom. One ditto to four men, at 2s. 10s. per fathom. One ditto to four men, at 2s. 18s. per fathom. The 20m. level to drive south-east of Pressure shaft, by four men, at 4s. 15s. per fathom. Two stopes below Pressure shaft, by four men, at 17. 12s. 6d. per fathom. The 20m. level to drive south-east of Pressure shaft, by four men, at 7s. per fathom. One stope in the back of this level to four men, at 2. 10s. per fathom. One ditto to two men, at 17. 15s. per fathom. The 20m. level to drive west of the caunter, on Hope lode, by four men, at 7s. per fathom. One stope in the back of this level to three men, at 17. 12s. 6d. per fathom. The 20m. level to drive east of the caunter, on Hope lode, by four men, at 6s. 10s. per fathom.

J. Pope, junr., Feb. 13: In cutting the gozan, by four men, at 6s. 10s. per fathom; for the winze plat, we find West Great Work engine lode is 1 ft. wide, worth 10s. per fathom—a very kindly lode, considerably improved from the shallow levels; we shall drive a few feet on the course of this lode to prove if it holds as we get away from the caunter before we commence sinking the winze.

WEST GREAT CONSOLS.—Richard Pryor, H. Vial, Feb. 11: Setting Repeal On Sank, driving south of the following bargains: No. 3 cross-cut to drive north Admit House shaft, by six men, at 13s. per fathom. The 50 foot drive west of Repeal station shaft, by four men, at 6s. per fathom. Here we are present driving the side of the lode for dispatch. The 40 to drive east of Kelly's Hole shaft, by five men, at 2s. 10s. per fathom. The part of the lode that is being carried is about 3 ft. wide, of a very kindly nature, and producing some good mundle. The next level to drive north of Broadgate shaft, by four men, at 7s. per fathom. Our object in driving this is to communicate with the new engine-shaft, which we hope will be done in time. The stone at surface are progressing satisfactorily, and our pay and setting passed off well.

WEST JEWELL.—J. Michell, Feb. 13: Very good progress has been made last week in clearing the 57, west of Greene's engine-shaft, and in four or five days shall reach the end. The winze sinking in the bottom of the 42, west of Hodges' cross-course, is down 6 fathoms, and worth 15s. per fathom. The stope in the bottom of the 42, west of Hodges' cross-course, is worth 12s. per fathom. Morcom's lode to the 50, is improving in appearance as we get away from the influence of Hodge's cross-course.

WEST MARIA AND FORTESCUE.—W. Skevris, Noah Coward, Feb. 11: W. Maria Lode: The men in the 93 east are engaged in stripping down the south side of the lode, which is now 2 ft. wide, producing saving work for copper, and good stones of tinstuff. In nearing the end it appears to increase in size, and as soon sufficient be taken down to admit of a fair average sample being taken we speak more fully respecting its value. The ground by the side of the lode in the 93 east is easier for progress, no abnormality having been detected. The vein width in the 93 east is little more than once last report—Capel Tor Lode: The ground in the 71 west is a little more speedy, but the lode is smaller, and not so good when last reported on: now 4 ft. wide, and worth for copper 35s. per fathom. Various stops are without alteration, and the same remark applies to the 52 east cut north of the 20 cross-cut south.

WEST STIPERSTONES.—R. Smitham, Feb. 13: The 40 fm. level cross-cut west is driven 6 feet, and east also 6 feet: ground favourable at each point.

THE WESTERN CROSS-CUTS.—J. Mayne, Feb. 13: The 30m. level: The southern boundary shaft, sink below the 6 fm. level, by nine men, at 15s. per fathom. The rise in the 20 fm. level, against the said shaft, by four men, at 15s. per fathom. The 20, south of cross-cut on No. 2 caunter, by four men, at 9s. per fathom: the lode is 10 to 12 ft. wide, yielding rich ore stuff. To shoot down sides and roots drift in the 40 south, and prepare for driving the end on Laurence's lode, by four men a bargain, at 4s. 10s.; the lode in said level is worth 25s. per fathom. The 40 south by two men, at 4s. per fathom, worth 10s. per fathom. Wood Lode: The 20m. level to drive south of the 40m. level, by four men, at 15s. per fathom. Rich ground for stopes about this part of the mine to set when the shaft shall have been brought down.—California: The shaft to sink below the 22 fm. level by six men, at 12s. per fathom; the lode is large, composed of carbonate of lime, lead, and blende, worth 60s. per fathom. The 22, to drive south of shaft, by two men, at 5s. per fathom: the lode is of a kindly character.—Cornish Lode: The stope in deep adit under shaft, by two men, at 4s. per fathom, worth 10s. per fathom. Wood Lode: The 40 south by two men, at 4s. per fathom, worth 10s. per fathom. The 20m. level to drive south of the 40m. level, by four men, at 15s. per fathom. No change of note here. The stope in back of the 48 north, on Wood lode, by two men, at 6s. per fathom, worth 14s. per fathom.

WEST TOLGUS.—Feb. 11: There has been but little done in the 118 for the month, so there is nothing new to notice in Taylor's part of the mine. The lodestones in the 75 west is larger than it has been, now rather over 4 ft. wide, but hardly good, now called 3½ tons of ore per fm. The stopes behind the end we reckon at 4 tons of ore per fathom.—Richards's Shaft: The lode below the 40m. level is 4 ft. wide, yielding 3 tons of ore per fm.: It is hardly as good as it was, but still is a strong kindly lode, and we think it will turn out to be the beginning of a fine ore. The lode in the 40 west is 11 in. wide, yielding 2 tons of ore per fm. and we think it will soon improve. The winze below the 40, east of shaft, is doing well, and is yielding 3 tons of ore per fathom, so, on the whole, we are looking very well what all. The pitch in the back of the 40 east has improved lately, and the water is better. The lodestone in the 40 east is breaking up, and the shaft on the caunter lode where we are breaking good stones of ore. The outline in the adit end looks very promising; it is now 3 ft. wide.

WEST WHEEL GORLAND.—J. Mayne, Feb. 13: In the 43 fm. level east of lode looks well, and is without alteration. The three stopes in the back of this level west of shaft, are worth on the aggregate 50s. per fathom. We have now commenced stopping in the bottom of the 32 fm. level, in a lode worth 15s. per fathom. At this point there is a large quantity of water, and the ground is very wet. The 32 fm. level is 12 ft. wide, in a beautiful channel of elvan. Here we are looking forward to an improvement. The 20 fm. level east is without alteration; the men having been engaged stripping down the side of the level, to ascertain size of the lode. We are making very good progress in cutting down and clearing Messer's shaft, and the water is very little. All the other points in operation much the same.

WHEAL ARGUS.—T. Trenair, Feb. 13: Thomas to Hutchins's engine-shaft, head down 5 ft. since last reported, making altogether 14 ms. 5 ft. Collie shaftmen are preparing to put plating for discharging the work at the adit level. The men in the adit level are progressing with their work very satisfactorily. The sons are getting on with the engine-house, and the carpenters are preparing the necessary woodwork for the same. The stamps are working well, and I hope sell as much tin for four weeks as we did for the eight weeks before. The other parts of the mine are looking as last reported.

WHEAL BULWER.—Charles Thomas, Feb. 12: Hosking's shaft is much satisfactory, the 114 driving level is worth 14s. per fathom.—Stevens's Shaft: The stope in back of the 102 is worth 15s. per fathom. The stope in the back of the 50, east of shaft, is worth 20s. per fathom. The cross-cut in the 102 is communicated. The men are now preparing to rise against the 50. The men engaged in the rise against the new shaft having completed their last bargain, we have them again at 8s. All our tribute pitches are looking much as usual.

WHEAL COATES.—W. H. Martin, Feb. 12: There is no particular change noticed in our underground operations, excepting a small amount of iron improvement. In the 120 we have erected the high stands for the skip-road, and the carpenters are fixing the road. We purpose to complete the winding part connected to the stand engine first. The engineers are in a forward state, and we intend to start the engine with drawing appendage by the end of this month.

WHEAL CREBOR.—J. Goldsworthy, Feb. 13: In the 120, east of Cock's shaft, the driving is forced on by the side of the lode; good progress is being made, the lode, east of cock's shaft, is 12 ft. wide, and worth 10s. per fathom. A fine looking composition of quartz, apatite, mundle, and copper ore, and worth of the latter 25s. per fathom, with indications of further improvement. In the 90 cross-cut south of the lode, an increase of water from the end. In the 72 east the driving is by the side of the lode, in a fine stratum. In the 48 east the driving is by the side of the lode, in a fine stratum. We shall take down the lode in time for the next report. In the rise in the back of the 48 the men are taking down the lode, which is from ¾ to 4 ft. wide. As far as takes down it will produce for the tributary pitches are without change.

WHEAL FRIENDSHIP.—Feb. 10: Bennett's Lode, west from Whitburn cross-cut: At the 150 driving west the lode is 1¼ ft. wide, but unproductive. At same level driving east the lode is 1¼ ft. wide, yielding ¼ ton of copper per fathom. The stope in the back of the 140, east of Friend's rise, is yielding 2 tons of copper per fathom.

WHEAL GRENVILLE.—E. Hosking, W. Benetts, Feb. 8: The shaftmen have completed the vertical opening for bearers and clisters, which they have raised 40 ft. higher. The lode in the 140, east of cross-cut, is worth fully 40s. per fathom: the further we open on this lode the better we like the appearance of the ground is easier for driving, and the men are making good progress. The lode in the 120 east is 2 ft. wide, and worth 12s. per fathom. The lode in the 110 east is 2 ft. wide, and worth 15s. per fathom. The winze below the 110 is worth 20s. per fathom. The two stopes above the 110 are each worth 20s. per fathom. The lode in the 90 east is 2 ft. wide, and worth 20s. per fathom. The stope below the 90 is worth 10s. per fathom. The lode in the 80 east is 20 in. wide, and worth 12s. per fathom. The lode in the 66 east is 2 ft. wide, and worth 10s. per fm.

WHEAL KITTY (St. Agnes).—S. Davey, John Williams, Feb. 8: New Shaft Pryor's Lode: In this shaft, sinking below the 130 fm. level, the branch or north part of the lode is further improved, and worth 14 p.m. in. In the new shaft, driving west of shaft, the lode is 130 fm. level, east of shaft, the lode is worth for tin 10s. per fathom. No lode has been taken up in the 118 fathom level, east shaft. In the 106 fathom level, driving west of shaft, the lode is worth for tin 14s. per fathom. There is no change worthy of remark in the winze sinking below the 106 fm. level east of shaft. In the 94 fm. level, driving west of shaft, the lode is worth for tin 10s. per fathom. In the 80 fm. level, driving west of shaft, the lode is worth for tin 10s. per fathom. In the 20 fm. level, driving west of rise, the lode is becoming more settled as it gets out of the influence of the gossan. The lode in the 90 fm. level, driving east of engine-shaft, is producing a little tin. In the north adit level, driving west of eastern boundary, the lode is 3 ft. wide, presenting a beautiful gossan, and yielding rich stones of copper ore, which is the forerunner of large deposits of tin in the shallow levels of this locality.

WHEAL LUCY.—J. Nanarow, W. Harris, Feb. 12: We are making better progress in sinking the 10 west, on the middle lode, yields tin to save, and we expect will improve in driving a little further. The stope on the carbony yields tin as usual, and is giving a moderate profit. The lode in the adit east is rather smooth. The east shaft yields tin to save.

WHEAL MARY.—T. Parkyn, Feb. 13: We are making good progress in laying out the floors, and are pushing on all the surface work. Since my last report we have erected a carpenter's shop, a blacksmith's shop, and the roof of the smith's shop covered with slate. The sun is at work, and everything is being pushed forward. We have had several inspecting agents here this week. Capt. R. Williams, of Charlestown United Mines, was here on Tuesday, and made a very careful inspection, and took samples from all the lodes, and his report will be forwarded to you in a day or two. "I might say that Capt. Williams was very kind to see such rich work in the great north lode, the 3rd &c." Your prospects were never better than now. I am assured that the mine is opening far better than could be expected. All the reports will be sent to you this moment.

WHEAL MARY ANN.—Joseph Harris, James Stevens, James Skate, Feb. 11: In the 250, driving north of Clyde's shaft, the lode is 2 ft. wide, worth 6s. per fathom. In the same level south the lode is at present small and poor. In the 240, driving north, the lode is 2½ ft. wide, worth 5s. per fathom. In the same level south the lode is 1¼ ft. wide,

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are on Wednesday next. The first sale of ore from the place to-morrow.

Mines, Emma Shares have declined to 10, 10½. Australe, 10 to 11½. Camp Floyd, 1½ to 2; New Quebrada, 4½ to 5; Utah, 30s. to 35s. Chontales, 15s. to 20s. The new works of 3000, for the month of December. The new works of 3000, for the month of December. The new works of 3000, for the month of December.

and Goldschmidt announce that the interest on Seven per Cent. Second Mortgage Fractional Certificates of the Great Western Railway Company, between March 1, 1873, and the coupons due 1st March next on the Seven per Cent. Second Mortgage of the Atlantic and Great Western Railway Company. On the 1st of the Atlantic and Great Western Railway Company. On the 1st of the Atlantic and Great Western Railway Company.

for Mine Shares on the Stock Exchange during the week generally more active, especially for shares in the American descriptions have been adversely affected by the continued decline in Emma shares.

Market remains somewhat unsettled, purchases being for moderate requirements. Copper is slightly lower, being more disposed to sell. Tin is in moderate request, being steady but quiet. Lead still rules high, the ore of the week having realised better prices, as will be seen in the following column. Quicksilver has advanced.

14½ to 15½; a dividend of 6s. per share has been declared on the first of each month; everything at the pressing satisfactory, and an average amount of bullion earned. Last Chance, 6 to 5½; the dividends will be paid about the end of April, when the dividends will be paid about the end of April, when the dividends will be paid about the end of April.

shares have further declined, closing at 10 to 10½; 190 tons during the week as against 130 the previous week. The report to be in good working order, and hauling was on Feb. 10. Unfavourable rumours were in circulation to the financial position of the company; it is stated to be submitted at the forthcoming meeting will show the profits realised since the mine became the property of the company have not exceeded 7 per cent. on the capital of 50,000.

at the meeting held on Wednesday decided that it be the concern if the company was reconstructed, and the preliminary resolution for that purpose. The new to have a capital of 70,000, in 14,000 shares of 5s. each, 2s. paid, and every member of the present company is to be for share in the new one. A full report of the proceedings found in another column, and from the statement of the board have received by cable the information that the King has completed his survey of the reserves of ore in which he estimates at about 800,000 sterling; full reports mailed. Eberhardt has been less firm at 6 to 6½; but has improved to 1½, 1½, at which prices large transactions have place.

an mines few changes have occurred. St. John Del Rey 3½ to 2½. Don Pedro, ½ to ½ prem.; the produce for 6555, against 5963 for November. General Brazilian, 10½; Rosse Grande, ½ to ½. Valley, ½ to ½ prem.; in another column will be found Mr. John Haley, the company's superintendent, stating that commenced work at the mine, and his favourable ultimate results. Aruba Gold, 10 to 10½.

again been a fair demand during the week for shares washing companies. Cedar Creek, 3 to 3½; the directors an interim dividend of 2s. 6d. per share, payable the washing is still progressing satisfactorily. Malpaso, a telegram has been received advising remittance of 4s. As any results now being obtained are solely from sand ground left by the Spaniards as too poor to work, and is highly satisfactory, as it shows that the mine is working it well. Rica, ½ to ½; Malabar, par to ½ prem. week, 2½ to 2½; the superintendent telegraphs the clear-gross return, \$10,250; profit, \$6000, which he had retained to pay off the amount of back bills. The agent the claims are all washing steadily. Sweetland Creek, the superintendent reports work progressing as usual, and in 227 ft.

to 40; the usual monthly report appears in another column, level cross-cut is nearing the lode, and the indicating the same rich as very good. The cross-cut through the 45 is still in a rich course of ore, worth 1000 per cubic company sold 400 tons of lead and 100 tons of blende, realising 70000; the weather of late has been so severe, washing operations have been seriously retarded, thus rendering the company to sell their usual quantity this Van, 4 to 4½. Van Consols, 4½ to 4½; the patent jiggers delivered on the mines; the dressing-floors and dressing are expected to commence in a few days. Tankerville, 100 tons of ore sold yesterday realised 16½, 12s. 6d. per ton, value of 7s. per ton upon the sale a fortnight since. West 3½ to 4½; at the workings next to Roman Gravel the Laurence's lode, is worth 25s. per fathom; the stoep in the 50, on No. 1 counter lode, is worth 80s. per fathom, nager states that there is a considerable extent of rich stoeps at this part of the mine, when the shaft shall have at down; the lode in California shaft is worth 60s. per stoep on the Cornish lode 10s., and on Wood vein 14s. Valley, 2½ to 2½; the mine continues to look well.

shares have been in demand at 3½ to 3½; during the past lead to the value of 18500, has been sold, in addition to the mine continues to look well, and although considerations have been encountered during the winter satisfactorily have been realised. Pennerley, 1½ to 2; the mine, on has improved, and the agent speaks encouragingly of cut-arm Water lode rich in the 130 fm. level. In Potter's Pit workings are progressing satisfactorily, and the lode in points is opening out well. Their usual sale—75 tons of places next week. Bog, 1½ to 1½; the forking of the 130 is going on very well. The shaft is now clear some below the 130, and found to be in good condition. rel will, no doubt, be reached early in the ensuing month. ach, ½ to 1; the ground in the south cross-cut is again little softer, but the agent is as yet unable to say what it have. No other change to report in the mine. West 3½ to 3½.

ell, 16½ to 17½; the report is the most satisfactory that received from the mine for some time past; the lode in the sinking below the 90, has improved to 180s. per fathom, 60s. last week; the mine is otherwise looking well, jubelief that dividends will shortly be resumed. Wheel 0 to 6½; these shares are being absorbed by local parties, led with the high price of coal, has brought in many deal Buller, 18 to 20; the discovery in the stoep in the 10 to be worth 30s. per fathom, and the other points of fair to open out remunerative results.

o, 6½; New Quebrada, 4½ to 4½; Kingston Down, 8½ to 9; Crebor shares have further improved, and close 5½ to 6 in the 108 is worth 25s. to 30s. per fathom, indicating the ore between this point and the 120, where worth 40s. to 50s. per fathom. In the 96 the indications

are also favourable. West Caradon, 4s. to 6s.; there has been more business doing in these shares during the week, and many buyers have come in. The mine is improving as operations are continued in the various levels.

Subjoined are the closing quotations:—
Bog, 1½ to 1½; Carn Brea, 150 to 155; Devon Great Consols, 8 to 8½; East Caradon, 3½ to 4; East Wheel Lovell, 16½ to 17½; East Van, 4 to 4½; Great Laxey, 16½ to 17; Great Wheel Vor, 6 to 5½; Marke Valley, 4 to 4½; North Roskear, 20 to 22; Pennerley, 1½ to 2; Parys Mountain, ½ to ¾; Roman Gravel, 18½ to 19; South Condurrow, 7½ to 8½; Tankerville, 13½ to 14; Tincroft, 57 to 59; Van, 37½ to 40; Van Consols, 4½ to 4½; West Caradon, 4s. to 6s.; West Chiverton, 18 to 19; West Tankerville, 3½ to 4½; Almada, ½ to 1; Anglo-Argentine, 3 16th to 3 16th; Birdseye, 2½ to 2½; Camp Floyd, 1½ to 2; Cedar Creek, 3 to 3½; Cape Copper, 25 to 27; Chontales, ½ to ¾; Colorado Terrible, 13½ to 15½; Don Pedro, ½ to ¾; Eberhardt and Aurora, 5½ to 6½; Emma, 10 to 10½; Flacstaff, 14½ to 15½; Gold Run, ½ to ¾; Pacific, ½ to 1; Port Phillip, ½ to ¾; Richmond, 4 to 4½; Rica, ½ to ¾; Sierra Buttes, 3½ to 3½; San Pedro, 6 to 6½; St. John del Rey, 28½ to 29½; Sweetland, 3½ to 4½; Utah, 1½ to 1½; United Mexican, 3 to 3½; Yudanamutana, ½ to ¾; Silver Plume, 1½ to 1½; Malpaso, 1½ to 1½; Last Chance, 6½; New Quebrada, 4½ to 4½; South Aurora, 1½ to 1½.

At Swansea Ticketing, on Tuesday, 1696 tons of copper ore were sold, realising 22,512. 13s. 6d. The particulars of the sale were—Average standard for 9 per cent. produce, 105½ 14s. 6d.; average produce, 15½; average price per ton, 11. 5s. 6d.; quantity of fine copper, 269 tons 3 cwt. The following are the particulars of the last two sales:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
Jan. 7, 1873	109 19	6	14½	212 9 2	17s. 5d.	487 2 0
Feb. 11, 1873	105 14	6	15½	11 5 6	16	83 6 0

Compared with the last sale, the decline has been in the standard 4. 5s., and in the price per ton of ore about 13s. 6d. There will be no sale on March 4.

The SUCCESS, RUSBY CLIFF, and NANCY CONSOLS LEAD MINING COMPANY, with a capital of 16,000, in shares of 1s. each, has been formed to purchase for 10,000, in fully-paid shares, and develop three Derbyshire mines of the names mentioned in the title, and situated about four miles from Ashbourne railway station, to which there is a good turnpike road, forming an easy transit for ore. The sett is in the Crown field, and held under a perpetual lease at 1-25th royalty. The geological position of the mines is all that could be desired, the lodes being found in the same carboniferous limestone measures as those of the lead mines of Flinthire and Denbighshire, and the celebrated Eaton Mine, belonging to the Duke of Devonshire, is about four miles from the sett. Two shafts are sunk on the Success Mine, and there is also a small steam-engine, drawing-machine, small crusher, and some dressing apparatus. The company has commenced driving both adits according to the recommendation of the inspecting agents. At Nancy a large vein rich in ore has been found, immediately in the line of drif and 2 ft. below the level, dipping as it proceeds. At Rusby Cliff the adit has been opened 13 ft., and in about 4 ft. more will intersect the first vein running into it. The appearances of the adit are very promising. Capt. Absalom Francis estimates that the expenditure necessary to bring the mine into a state of profit will be 20000, but he would advise doubling that amount of capital; he considers the property to be a most valuable one, and that it cannot fail with proper management to become successful. Capt. James Roach considers that 50000, judiciously laid out as he recommends would open out a vast number of the lodes, and no doubt place them in possession of a valuable property. The prospectus will be found in another column.

The NEW PRINCE OF WALES SLATE COMPANY, with a capital of 50,000, in shares of 5s. each, are inviting subscriptions for 2000 reserved shares at par, upwards of 7000 shares having been previously appropriated. The company's quarries are situated at Cwm Trwsawl and Blaen-y-Pennant, Carnarvonshire, and are now in full work, producing slates and slabs of the finest quality and largest sizes. By the construction of the Gorsedd Extension Railway to these quarries, for which an Act of Parliament was obtained last session by an independent company, facilities will be given for loading the produce of the quarries into the trucks of the Cambrian Railway, and thence forwarded to all parts of the kingdom; and the cost of transit will be reduced from 10s. to about 2s. 6d. per ton. The slate has a high reputation in the market, and the proportion of best slates produced is stated to be greater than in any other quarry in Carnarvonshire, and large quantities of manufactured slates and slabs are now on the quay ready for delivery by railway. Several thousand pounds worth of slates have already been sold, and the quarry is provided with every requisite in plant and machinery for carrying on the most extensive business. There is unlimited room, and it is estimated that, working the make at 20,000 tons of slates and slabs per annum, the profit will amount to 20,000 per annum, being 40 per cent. per annum upon the entire capital. The prospectus will be found in another column.

The PRIDEAUX WOOD TIN MINING COMPANY, to the formation of which, with a capital of 10,000, in shares of 5s. each, reference was made a few weeks since, have given notice that the purchase has been completed, and the leases conveyed to the company, so that the directors are in a position to allot the shares. The advertisement will be found in another column.

BENSBERG LEAD MINING AND SMELTING COMPANY.—The directors intend, at the next general annual meeting, to recommend the payment of a dividend of 6s. per share for the half year ending Dec. 31 last.

BARNSELY COAL.
TO LET, a COAL FIELD OF FOUR HUNDRED ACRES, commanding much more, and possessing good railway facilities; also, several small FIELDS of other COAL TO LET.

Apply to Messrs. CORRETT and WOOD, Mining Engineers, Sheffield.

COLLIERY.
WANTED, a GOOD WORKING COLLIERY, within easy distance of MANCHESTER. Address, with full particulars, "Delta," care of Messrs. Hulme, Foyster, and Foyster, Solicitors, Manchester.

WANTED, an ENGINEER accustomed to EXPLORE FOR DEPOSITS OF PETROLEUM, and to BORE and SINK WELLS for the same. Apply, with full particulars, by letter only, to F. T. BARRY, Consul-General of Ecuador, 1, Adelaide place, London Bridge, E.C.

WANTED, the MINING JOURNAL, two or three days after date.—Any gentleman willing to dispose of it will send particulars to "P. R.," Rookhope, Eastgate, Darlington, Durham.

WANTED IMMEDIATELY, by the Poltimore Mining Company, North Molton, Devon, ABOUT TEN TONS OF NEW or SECOND-HAND TRAM RAILS, weight 14 lbs. per yard, or thereabout. Address, stating price and particulars, to Capt. Joseph Pope.

WANTED, FOR CASH, 100 EAST Llangynog (fully paid); 50 TERRAS TIN; 100 ABERDAUN (or part). Address "R. Z." Messrs. Barber and Son, 13, Royal Exchange, London.

FLAT RODS.
WANTED, 120 FATHOMS (about) SECOND HAND.—State weight, price, and where to be seen, to G. S. CAUTER, 98, New Broad-street, London, E.C.

WANTED, by a Young Man, who has had considerable experience in Mining, and was employed as Clerk and Cashier, also as Assistant Agent for some years—can undertake the Assaying and Dressing of Ores, and the Drilling and Planning of Mines.—A SITUATION as one of the STAFF of a LARGE MINE, or would TAKE CHARGE of a SMALL ONE. Good references given. Address, JAMES J. TONKIS, Leap, County Cork.

A MINING ENGINEER, of great experience, just arrived after several years' residence in the different mining districts of America, and who will be shortly returning, is OPEN to ENGAGEMENTS for the INSPECTION of MINING PROPERTIES of all descriptions. Can be consulted on the coal and iron interests, as well as the general mining prospects of the States and Canada. Address, "E. G. S.," 22, Gresham-street, London, E.C.

SPAIN.
AN ENGLISH ENGINEER, now in Spain, is OPEN to INSPECT and REPORT on MINES, and IMPROVED MEANS of WORKING. Address, "Ingénieur Ingles," para Señor Don Martin Montes, San Lucar de Guldans, Spain, or 259, Hackney-road, London.

A FEW PRIVATE CAPITALISTS working under the "Limited Companies' Act" a LEAD MINE of great promise, are desirous of securing the SERVICES of a FINANCIAL AGENT of high standing, TO DISPOSE OF the remaining UNALLOTTED SHARES in the company. Apply, stating terms and references, to Mr. T. B. COLLINGWOOD, Summercastle, Rochdale.

FOR SALE, FIVE HUNDRED TONS FLANGE RAILS, 60 lbs. per yard, quite new, deliverable free on board at Middleborough. Apply to BATEMAN and CO., 50, Gracechurch-street, London, E.C.

FOR SALE, TWO BOILERS (Turner and Hardwick's patent), 14 ft. by 6 ft., with fittings complete. Apply to GRIFFITHS and BROWNE, 35, Bradford-street, Birmingham.

COMPENSATION CLAIMS ADJUSTED, BOOKS AND ACCOUNTS KEPT IN ORDER, PERIODICAL STATEMENTS or BALANCE SHEETS PREPARED, and COMPETENT CLERKS PROVIDED TO WORK UP ARRARS, or render TEMPORARY ASSISTANCE, at moderate charges; also, DEBTS and RENTS COLLECTED, with promptitude and dispatch, by—
R. M. RING and CO., ACCOUNTANTS and FINANCIERS, 38, BUCKLESBURY, CITY, E.C.

ZINC AND LEAD ORES.

I BUY at the HIGHEST PRICES:—
BLENDE.—CALCINED and RAW CALAMINE (carbonate or silicate).
LEAD ORES.—LEAD-SILVER ORES.—SILVER-LEAD ORES.
ZINC AND LEAD ORES MIXED TOGETHER.
SILVER-LEAD, BULLION, HARD LEAD, &c.
SULPHATE OF LEAD, ASHES, SLAGS, &c.
I BUY any quantities, however large, contracting for as many years as desired Particulars by letter.
I now BUY also IRON ORES, particularly those containing MANGANESE, and am ready to consider proposals for important and periodical supplies.
ARMAND FALLIZE, Ingénieur, a Liège (Belgium).

TENDERS WANTED FOR NORWAY STONES.

THESE STONES are USED FOR SHARPENING of AGRICULTURAL IMPLEMENTS, MACHINES, &c., and are risen from the well-known quarry, EIDSBORG, UPPER THELEMARKEN, NORWAY. These stones will be delivered, carriage paid, in London or Hull, either rough, as they come from the mountain, or refined.

Tenders are requested to apply, by letter, to T. O. AASLAND and Co., M^{rs}, Upper Thelemarken, Norway, stating price given, and quantity required of the refined or rough stones.

A sample will be delivered, carriage paid, to London or Hull, by applying to T. O. AASLAND and Co.

CAPPER PASS AND SON, BRISTOL,

ARM PURCHASERS OF
HARD LEAD, LEAD ASHES, SULPHATE OF LEAD, LEAD SLAGS, TIN AND TERNE ASHES, and DROSS or REFUSE, containing COPPER, TIN, LEAD, or ANTIMONY.

Mr. E. H. MORTON, F.C.S.,
ANALYTICAL AND CONSULTING CHEMIST.
DOCK STREET,
NEWPORT, MONMOUTH.

Mr. JOHN HENRY POOLE,
MINERAL AGENT,
BILBAO (SPAIN).

Mr. CARL JOHNSON,
MINING AGENT,
DRONTHEIM, NORWAY.

Has several FIRST-CLASS SILVER-LEAD, NICKEL, IRON, COPPER, PYRITES and COPPER PYRITES CLAIMS and MINES FOR DISPOSAL in NORWAY. Samples and full particulars, with sketch, will be sent on application.

A RESPECTABLE AGENT, with good references, is wanted for the DISPOSAL of the CLAIMS on part of the profit. Apply, by pre-paid letter, to the above address.

THE FOLLOWING MINES RECOMMENDED at present quotations, viz.:—Wheal Crebor, Wheal Grenville, Treleigh Wood, San Pedro, New West Rosewarne, Wheal Robartes, East Seton, Treleigh Wood United, West Caradon, and Prince of Wales.

Shares in the above mines, in all probability, will have a great rise this year. Mr. JOHN RISLEY, STOCK AND SHARE BROKER, 77, CORNHILL, LONDON.

JAMES BRENCHELEY, SHAREDEALER, 32, NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.
Sales and Purchases effected in every description of marketable securities.

Australian United.	MINES, viz.:	Pacific.
Anglo Brazilian.	Eberhardt.	Westland Creek.
Cedar Creek.	Emma.	South Aurora.
Camp Floyd.	Gold Run.	Utah.
Colorado.	Flacstaff.	Yudanamutana.
Don Pedro.	General Brazilian.	Yerke Peninsula.
	Last Chance.	
	Malpaso.	

Cook's Kitchen.	Also in:	Wheal Crebor.
Cargill.	Wheal Grenville.	West Caradon.
East Rasset.	East Llangynog.	Tincroft.
Gawford.	New Rosewarne.	Rosewall Hill.
Marke Valley.	Pennerley.	West Frances.
West Chiverton.	Perkins Beach.	South Frances.
Wheal Jane.	Providence.	St. Ives Consols.
Dolcoath.	Prince of Wales.	
	South Roman Gravel.	

OFFER WANTED FOR—100 Willoughby, 25 Wheal Lucy, 5 Wheal Jane, 50 Aberdaun, 50 Rosewarne United.

A Daily List of Closing Quotations to be had on application, or forwarded each evening.

MESSRS. T. BENNETT and CO., SHAREDEALERS, CLAREMONT STREET, SHREWSBURY, have FOR SALE the FOLLOWING SHARES at prices affixed:—

BRITISH.	FOREIGN.
50 Bog, 29s.	100 Gold Run, 18s. 9d.
100 Central Van, 37s. 6d.	25 Sweetland, 4
100 Cwin Elan, 1s. 9d.	
20 East Van, 45s.	
25 North Tankerville, 17s.	
40 Emma, 11½	
50 Flacstaff, 14½	

Every description of stock and share dealt in.
THE EMMA MINE.—J. HUME'S "Circular," now issuing, contains CORRESPONDENCE and FACTS of COMPARISON illustrating the condition of this unfortunate concern. Should be read by all. Price 6d. per copy. All classes of shares bought and sold at the closest prices.

J. HUME, STOCK AND SHARE BROKER, 42, CORNHILL, LONDON.

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Respectfully announce their readiness to INSPECT, VALUE, REPORT, and ADVISE, confidently, INVESTORS on any matter in the above capacities. Unquestionable references and securities offered where required. OFFICES, ST. AUGUSTINE, CORNWALL.

MICHAEL WILLIAMS BAWDEN, GENERAL ASSAYER, LISKEARD. Analyses of every Mineral Produce carefully conducted.

MR. HENRY WOOLCOCK, CIVIL AND MINING ENGINEER, OFFERS his SERVICES to MINING COMPANIES and INVESTORS, to SURVEY, VALUE, and REPORT on MINERAL PROPERTIES, &c.

MINING OFFICE:
61, LOWTHER STREET, WHITEHAVEN, CUMBERLAND.

MESSRS. LISCOMBE AND CO., 30, SOUTH CASTLE STREET, LIVERPOOL. Beg to inform their CLIENTS and the PUBLIC that they are PREPARED to do BUSINESS in ALL CLASSES of MINING SHARES—English, Foreign, and Colonial—at the closest market prices.

CAPTAIN ABSALOM FRANCIS, GOGINAX, ABERYSTWTH, MINING AGENT, ENGINEER, and SURVEYOR.

The great success which is attending the opening and working of the Mines in the counties of Cardigan and Montgomery, and the many properties placed at the disposal of Capt. ABSALOM FRANCIS, induce him to offer his services either to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies or private shareholders.

For terms, apply to Capt. ABSALOM FRANCIS, as above.

MR. R. PERCY ROBERTS, FINANCIAL AGENT, 60, ENGLISH STREET, CARLISLE.

MUSCLE VERSUS THOUGHT.—THE QUESTION OF THE STRIKES. See Special Edition of the "INVESTORS' MONITOR," for February 15. Price 2d.

COAL AND THE PEOPLE'S WILLIAM.—See Special Edition of the "INVESTORS' MONITOR," for February 15. OFFICES, 105, STRAND, LONDON.

FOR THE UTAH MINES.
PERSONS WISHING ACCURATE INFORMATION concerning the MINES and MINING DISTRICTS in UTAH should BUY FROISSETH'S NEW MINING or SECTIONAL MAP OF UTAH, for sale by TAUBNER and Co., 60, Paternoster-row, London, E.C.

wardian Professor of Geology, at Cambridge, having lamented the death of Prof. Adam Sedgwick, it being to all well-wishers of the University to learn that the candidate for the appointment is in the field as Prof. John Phillips, of Trinity College, London. Although the University was founded so long since as 1727, comparatively few names are known to it, Professor Mason having occupied the chair for 28 years and with it, Professor Sedgwick for 54 years of the time; the seven professors have been members of Trinity College, and have been well held, and with regard to the last two professors it may be stated that Mr. Hallstone was second wrangler in 1832, and Mr. Sedgwick, being Trinity man, in 1836. The Professor Sedgwick, however, has the more extensive practical knowledge has probably been more earnest in their devotion to the science of Geology. Mr. Morris, who now seeks to supply his old friend's place, The University has fulfilled the duties of deputy to Professor Sedgwick during the absence of the latter, and has secured him the respect and friendship of every student attending the lectures; and as the progress of the learner is to a very great extent dependent upon the good feeling existing between him and his teacher, it is not surprising that Mr. Morris should decide upon his own satisfaction to still occupying the position of underprofessor, and to continue to maintain the high reputation for the Woolwich it has so long enjoyed. With regard to the qualifications of the Professor, it need not be more succinctly expressed than in his address to the University, in which he has occupied the position of Lecturer on Geology in the University of Cambridge, and he has also been elected Examiner to the University of Cambridge to the Council of the Mary Erection, to the General Commission of the Civil Service Commission, and to the Department of Science and Art, and has published books and papers in the Transactions and

Society of London, the Monographs of the Paleontological Society, Magazine, and various other works may be referred to as attesting both of paleontology and geology. Professor Morris undertakes, in election, to reside in Cambridge, give up his present chair, and devote entirely to the interests of the University, so that his present engagements be no obstacle to his appointment.

IMPORTANT EXPERIMENTS WITH DYNAMITE.

blasting agent is now an article of manufacture and of
in this country, and it will certainly be the fault of the
mining, and railway engineering, and the allied interests
the United Kingdom if they are not soon supplied with
quantity of it to turn its extraordinary mechanical powe
in their respective industries. The only practical
of any importance that now stands in the way to prevent
use of Dynamite at home is the indisposition of cer
railway company, who, pending the investigations of
Clearing House Goods Managers' Committee, in 1871-2,
resolutions declining to carry it to those industrial
there is a desire to use it, and which have not yet been
notwithstanding that the Clearing House records declare
much safer than gunpowder under all conditions of car
we feel satisfied that this difficulty cannot now long
act as a stumbling-block to the progress of the industrial
railway company can long afford to block the way and
development of the mineral resources of the country, as
the mineral traffic that the railway shareholders derive
proportion of their dividends; and if we look at the
in this light we have no hesitation in saying that the mine-
terest of the nation is practically master of the situation,
most command respectful attention and obedience to its

y of our readers are well aware, within the last year or months very extensive works have been erected in Scotland for the manufacture of Dynamite, under a licence granted by the Secretary, in accordance with the provisions of the Nitro-Act. Several months since the works were officially inspected by Major MAJENDIE, R.A., Her Majesty's Inspector of Gun-factories, by whom great care was manifested that the manufacture of the works should be rendered as safe as possible, no provision that human forethought and science could devise for ensuring the safety of the workers should be omitted. It is being finished the directors of the British Dynamite Co., to whom is due the introduction of the Dynamite into the United Kingdom, determined to commence the manufacture several weeks ago, with the view of meeting the many demands which had flown in upon them from all parts of the kingdom, but no sooner were the manufacturing operations well under way than it was found that the company's magazines were filling up, and that material, while only some of the railway companies had signified their willingness to undertake its carriage to the various districts where it is anxiously wanted. The railway companies are not bound to convey Dynamite, notwithstanding its dangerous nature, but find it both convenient and profitable to convey petroleum, gunpowder, and other equally or more dangerous articles of commerce; but when they have satisfied themselves that its carriage involves really less risk than attends the traffic in other commodities just referred to they will, doubtless, be most willing to accommodate the manufacturers and consumers of Dynamite to the best of their power.

on which the Dynamite Works are erected is a sandy waste
Ayrshire coast, at Ardeer, between Saltcoats and Irvine, and
of a mile from the Ardeer Ironworks, belonging to Messrs.
and CUNINGHAME. Owing to the situation of the works,
railway system with which they have connection is the
and South-Western; and with the view of demonstrating
directors and principal officials of the company, the almost
immunity from danger which attends the handling and car-
Dynamite, a number of very interesting and important ex-
periments were performed in the vicinity of the works on Friday
under the superintendence of Mr. NOBEL, the patentee and
director of the British Dynamite Company. In addition
JAMES LUMSDEN, the Chairman of the Glasgow and South-
Ayr Railway, and several of his brother directors and officials
as a large party of gentlemen invited by the Dynamite Com-
mittee to witness the experiments. They left Glasgow for Ardeer by
train, which was cheerfully placed at their disposal by the
company. On their arrival at the works the visitors were
land welcomed by Mr. NOBEL, and they were joined by a
of gentlemen from various parts of Ayrshire and elsewhere,
gentlemen who were present we observed representatives of
of EGLINTON, and other landed proprietors, several civil,
and mechanical engineers, mine owners, ironmasters, &c.,
or BISCHOP, of the Young Technical Chemistry Chair, Glas-
grove Barr, of Ardrossan; Messrs. JAMES R. NAPIER, F.R.S.;
SRS RANDOLPH, Chairman of the Dynamite Company; JOHN
W. C.E.; Captain TUPMAN, R.M.A., and other officials of the
Co.

periments were both numerous and instructive, several of which were designed to show how Dynamite would be likely to act in the event of a collision occurring between two trains, one of which was carrying this remarkably powerful explosive. First in order, a box containing 50 lbs. of Dynamite was hoisted to a height of 40 ft. within a sort of wooden superstructure for the purpose, and when the signal was given it was dropped down upon a solid framework of wood. As might be expected, the box itself was violently shattered from the great force which it received, but there was no explosion. Most of the witnesses, and especially those who had not previously "assisted" in the experiments with Dynamite, retired to a distance (it would be to talk of a safe distance) before the box was allowed to fall. The cartridges, which were scattered about by the bursting of the box, were collected into a mass, and then from the same height a box about 5 cwt. of sand was dropped down upon them. No explosion was observed, save the squeezing and bursting of the cartridges. In this experiment it will be observed that the impact was in wood and wood, with the Dynamite intervening. The conditions were further altered by adding another 10-lb. box of cartridges to the mass already operated upon, and then dropping upon this a block of wrought-iron, weighing upwards of 3 cwt., from the top of the temporary tower. Again there was no explosion, it is scarcely possible to conceive of such a condition of things arising in connection with ordinary railway traffic that would be more severe test; it is crucial in the extreme; and so far as the explosion of Dynamite is concerned, a fire arising in a railway goods store would in no way be rendered more serious from the presence of a quantity of Dynamite. To demonstrate the truth of this statement, Mr. NOBEL had a great bonfire kindled among the sand hills where the experiments took place, and then the fire had got a complete hold of the combustible material, a box of 50 lbs. of Dynamite was thrown upon the burning. In about ten minutes it was quite evident that the fire had got a complete hold of the enclosed packages of cartridges, as great quantities of flame of a greenish-white colour shot forth with great force, and after continuing about two or three minutes they ceased, and the fire continued to burn with its normal activity. It was not long before dispute that fire alone—i.e., without percussion—was totally incapable of effecting explosion in ordinary Dynamite. The least interesting and instructive experiment on the problem was one in which the explosive power of gunpowder was tested by projecting two boxes of dynamite cartridges to a distance of 100 yds. by any explosion resulting in the Dynamite. A quarter barrel of gunpowder was emptied out upon a sandy slope and covered by a malleable iron plate 3 or 4 ft. square; upon this, again, were laid two 10-lb. boxes of Dynamite, and the gunpowder set off. The plate and the boxes were shot to a considerable distance, but not the slightest injury ensued, and, indeed, the boxes followed quite intact.

followed several experiments to show the peculiar conditions which Dynamite is exploded in order to take advantage of its disruptive power. It is not necessary to detail them; they are certainly very interesting, and the results effected were very

surprising. They showed that Mr. NOBEL had so tamed nitro-glycerine as to bring it, in the form of Dynamite, under the most complete control, rendering it at once the most useful blasting agent known to the mining industry, and the safest that can be placed in the hands of persons of the most ordinary caution.

The last experiment was one that was suggested by Prof. BISCHOF, and performed at the request of Sir JAMES LUMSDEN. A number of Dynamite cartridges were laid upon the rails within the works, and in immediate proximity to some of them, but not on the rails, there was laid some loose Dynamite, and then the train by which the visitors travelled was run over the cartridges. Most of them exploded with a sharp, piercing report, but the loose Dynamite remained unaffected, as was proved by the fact that it burned with the greatest readiness when a lighted match was applied to it.

All the visitors were much delighted with the experiments, and in the course of a short speech made by Sir JAMES LUMSDEN, after partaking of a handsome and very welcome luncheon provided by the Dynamite Company in their spacious laboratory, that gentleman gave expression to the delight experienced by himself and all the visitors to the works; and he stated that he and his brother directors would report favourably to the board which they represented on the occasion. It is confidently expected that no difficulty will arise, so far as the Glasgow and South-Western Railway Company is concerned.

REPORT FROM CORNWALL.

Feb. 13.—The rating question is now the most prominent of the hour. Mr. Lopez, M.P., with great alacrity—evidently determined to take time by the forelock—has already given notice of his intention to introduce a Bill for the rating of mines dues. As this is what everybody wants, it is to be hoped that the course adopted by the learned gentleman will not militate against that united action which is not only desirable but even necessary, if justice is to be done to Cornwall in this matter. The meeting of the County Mines Assessment Committee was to have been held this week, but has been postponed in consequence of the non-receipt of the draft Bill from counsel. It is now hoped that the meeting will come off next week, and until it does it will be, perhaps, desirable to postpone further comment upon this important question.

All the chief schemes for the railway development of the county have now passed the ordeal of Standing Orders, and the majority may be regarded as of certain accomplishment. One, however, has thus early been withdrawn—that for the line from Penzance to St. Just. A few years ago there was a project to construct a harbour at St. Just, but the locality seems destined to remain for some time longer with no better means of communication than the ordinary—very ordinary—roads afford.

The wet weather will tell against the mines for some time yet, especially when the coals are taken into account. To the wet weather the deficit at West Seton is attributed, and owing to the same cause it will be some weeks before operations are resumed in the lower levels of Cook's Kitchen. The choked adit mentioned last week was cleared by the time anticipated, but in the meantime the water flowing into Cook's Kitchen filled the workings to the 258 fm. level. This untoward occurrence will necessarily lessen the tin returns for awhile.

It is worth noting as a casual development of the railway system, and one which has peculiar interest to mining men, that it is actually intended, as soon as the narrow-gauge is open to Tavistock, to run coaches thence to Liskeard, *via* Gunnislake and Callington. By cutting off the detour to Plymouth this will very materially shorten the distance, and, so far as the broad-gauge route to London is concerned, will effect a saving of some 50 miles from Liskeard and places below.

There is great rejoicing at Camborne. For the first time for many a long year, direct heir has been born to the honoured house of Basset. Mr. Basset, of Teldy, Cornishmen do not need to be reminded, is one of the largest—if not the largest—owners of mineral property in the county. There is no land or mine owner in Cornwall, moreover, who has a more thorough sense of the responsibilities which such a position entails—not one who is more anxious and earnest in using that position for the welfare of all, from the highest to the lowest, with whom he is connected. Since he has succeeded to the family estates Mr. Basset has won the love of the rich and the poor, and that esteem has been abundantly manifested by the expressions of congratulation current on all hands at the happy event which has just taken place.

It is stated that the simple and ingenious hydraulic weighing apparatus invented by Mr. Duckham, a young Falmouthian, has gained for him the substantial reward of 20,000*l*. The apparatus was shown at the Polytechnic Exhibition, two years since, and duly medalled, and has been more than once referred to in the *Mining Journal*.

REPORT FROM SCOTLAND.

Feb. 12.—There have been, as usual, considerable fluctuations in the warrant market during the week; on Wednesday the price touched 131s. 6d., rose on Thursday to 135s., and closed on Friday at 134s. On Monday a good business was done from 134s. up to 135s., at which price buyers remained. Yesterday there was great animation in the market, and a large business transacted from 135s. 3d. to 137s. 6d., closing with sellers at the latter price, and buyers offering 137s. 3d. To-day a moderate amount of business was done from 138s. to 138s. 6d. cash, closing a little easier, sellers asking 138s. cash, and buyers offering the price with 14 days to pay. The shipments and local consumption, although somewhat smaller than we have been accustomed to, are still large, as compared with either the stock on hand or the present rate of production, and iron consequently continues scarce. The prices of makers' iron have again a decidedly upward tendency, and it is impossible to give quotations on which intending buyers can rely. No. 1 ordinary brands may be quoted 140s. to 145s.; No. 1 special brands, 155s. to 165s.; No. 3, from 137s. 6d. to 142s. 6d.

SHIPMENTS.		
Week ending Feb. 10, 1872	.....	Tons 13,200
Week ending Feb. 8, 1873	.....	10,537
Decrease	.....	2,663
Total decrease since Dec. 25, 1872	.....	6,830
Imports of Middlesbrough pig-iron into Grangemouth:—		
Week ending Feb. 10, 1872	.....	Tons 1,665
Week ending Feb. 8, 1873	.....	670
Decrease	.....	1,025
Total decrease for 1873	.....	674

This week a new patented smelting-furnace has been put into blast at Summerlee Ironworks, its peculiarity consisting in the elevation of the furnace and the distribution of the generated gases. The height of the erection is about 70 ft., with a base of 164 ft. at the boshes, sloping to 12 ft. at the top. The raw material is laid in regulated layers, and the blast can be altered to suit circumstances. Like the Ferrie furnace, it has a greater elevation than the ordinary furnace, but in almost every other respect it is totally diverse. Great hopes are entertained of its proving a success.

Makers of malleable iron are complaining of the few enquiries and the absence of parties willing to do business. The works are kept going, not with serviceable contracts, but merely with odds and ends, buyers not seemingly disposed to buy largely. It is said, however, if the market would steady itself a little some tenders for ship iron would be offered in the market, and perhaps the advance of pig will dissipate the hope of buying cheaper. The export of all classes of manufactured iron for the week do not reach a third of the quantity shipped in the corresponding week of last year.

Several of the employees at Govan Bar Ironworks are under an agreement to leave immediately for the United States.

Coals have been advanced another couple a shillings a ton this week for both household and export qualities, and still our shipments have reached 29,987 tons, against 34,589 tons in the same week of 1872. There is no want of orders, even at the unparalleled prices now current, which shows the necessitous demand there is for the article, and for which no cheaper substitute can be found. Baird's "Steam Collier," even though recommended by Sir W. Armstrong, is but very slowly gaining ground amongst the coalowners of the country, and if the time is to come when, by its aid, the number of miners is to be reduced from 390,000 to 60,000, and the output of former years kept up, the sooner such a consummation is arrived at it will be the better for all industries in the country.

The recent discovery of coal in Sutherlandshire bids fair to attract great attention. It has been known since the middle of the 17th century that coal existed in the county, and about the year 1811 attempts were made to get it, but after about 70,000 tons had been

brought out it was found that the undertaking was unremunerative⁶—mainly, it is now known from imperfect modes of mining—and the workings were closed. In July and August last the Duke of Sutherland was prompted by the growing scarcity and dearth of coal to open again the old mines, and for this purpose engaged the services of a Shropshire engineer of experience. Even then it was the opinion of engineers who had inspected the property that the coal, "being in oolite strata, and not carboniferous," would be inferior to that of South Wales or Staffordshire. But it is now found that the product of the Sutherland coal fields is of a very high quality indeed. In the middle oolite formation, at a point on the coast of the far from fertile, Sir George's Sutherland Railway at Brora, the workings have developed coal 4 ft. 7 in. thick. Immediately under this seam there is a fine Cannel coal, 7 feet thick, very rich in gas, and of great commercial value. Below this there is a fine oil-producing shale. One of the first results of these discoveries will be that retorts will be erected, and the peat bogs of the county will be got, disintegrated and mixed with the coal, compressed with a little very fine slack, and converted into patent fuel for locomotive and similar purposes. The Cannel in this seam is, we understand, of the kind known as "curly," and bears an exceedingly high value.

Several pits in the Airdrie district, belonging to James Dunlop and Son, are at present flooded to such an extent that the men cannot get into them. Two lads, who were at work in No. 2 pit, Kenmore, accidentally pierced old workings adjacent to theirs, and we wasted some time in searching for them. Two other water. Three weeks will elapse before this pit can be emptied. The men in two other pits in the neighbourhood, belonging to the same proprietors, have been thrown idle by the pits having been suddenly flooded with water. Several ponies in the pit have also been lost.

The associated miners of Fife and Clackmannan are considering the propriety of starting a coal-pit on the co-operative principle, on their own account, the shares to be 5*l.* each. A piece of ground suitable for the purpose has already, it is stated, been fixed upon, although no purchase has as yet been made.

We hear that one or two collieries which are at present being worked by private enterprise are likely to be brought out into the market as joint-stock (limited) concerns. We believe the shares of those which are really good undertakings will be readily taken up by large consumers, who are only waiting the opportunity.

The coalmasters of the Larkhall district have complained, through the local press, of the continued strike of their hands when offered the same pay and advantages as the colliers in other districts, and Mr. McDonald would seem to have a special interest in keeping them out, the miners having now been joined by the firemen and on cost men.

In the whole of the districts the miners are working what hours they please, and at a conference of delegates held here yesterday it was moved and carried that the district committee should request the delegates to represent to their various districts that, on account of the recent advance in the price of coal and iron, the men should demand the shilling of their wages last reduced." Mr. McDonald was present at this conference, and in addressing the meeting, reported that at his interviews with Mr. Alexander nothing definite was settled regarding the special rules to which the miners had taken objection. He commended Mr. Alexander for the spirit in which he had received them, and said of himself and the other working men of the district, "I was glad to say there was, with one exception, perfect harmony among them and he would say that if their views were entertained by Mr. Alexander, and impressed by that gentleman on the Government, they would have good special rules. The objection of the men to the rules were strongly set forth, and he had taken up the matter, and had forwarded the information necessary on the principal points. The committee would be glad to supply the district with the data, and he proposed on the minor of examining his own place, &c. The whole question turned upon the 14th general rule.

Metal and mineral companies show some few changes during the week. Emmas, which advanced on Friday, on receipt of better intelligence from the mine, closes about 27s. 6d. under the bid. The directors have appointed a competent mining engineer to proceed to Utah as manager of the mine, in room with the directors, and to select a suitable site for the smelter. The directors are merchants, who hold a very large stake in the mine, to join the board of directors. Should he do so the wish so often expressed by shareholders, of having the mine conducted in our city, may yet be realised. Tharsis shares have fallen 10s. 6d. on the news of the death of the late Mr. James H. Merrick and Cunningham and Monkland Iron and Coal scarcely changed.

REPORT FROM THE NORTH OF ENGLAND.

Feb. 13.—The Iron and Coal Trades now occupy such an abnormal and unsteady position that one can only register their exact measure of progress with extreme difficulty. There is no doubt about the legitimate character of the demand for iron of all kinds. It is of the most urgent and substantial kind, but then the old contracts on which they are working prevent many ironmasters from taking full advantage of the high rates now prevailing, and which in many cases are merely nominal. The high rates of coal and coke, and the difficulty of procuring them, militate against the full productive capabilities of the district being realised, and the same cause has lately jeopardised the solvency of one or two large firms that now hold their heads high in the commercial world. I have just heard of one firm that contracted to supply pig-iron at the beginning of last year, over a period of twelve months, at 80s. per ton; it now costs more than that amount to produce a ton of pig, so that the contract could scarcely have been remunerative. Many similar cases might be quoted, especially in regard to the deliveries of coal and coke. The supply of these materials are as inadequate as ever, and, as a natural result, prices exhibit a still upward tendency. As for pig-iron, it was quoted on Tuesday on 'Change at 120s. per ton, and even at that figure some makers refused to undertake orders. It is now believed that, so far as this district is concerned, iron and coal will fall together, and that the diminution of the demand for the former will induce the iron-makers to enter into competition with and undersell the coalowners in the matter of coal, all the principal ironmasters having collieries of their own. As yet, however, we are a long way from this state of things. Coke is now quoted at the ovens in South Durham as high as 42s. 6d. per ton, or exactly 30s. per ton more than its value fourteen months ago. Coal is quoted at the same rates as last week, but manufacturers are momentarily in expectation of a further advance, when the 15s. per cent. granted to the miners the other day comes into operation.

A great deal is being done at the present time for the development of the resources of the Middleborough, and stimulating its importance. A new station is about to be commenced opposite the Royal Exchange at a cost of 100,000*l.*, new docks are being constructed by the North-Eastern Railway Company at a cost of 120,000*l.*, a further sum of about 300,000*l.* is about to be expended on new docks at Lakenby, further down the Tees, and the railway facilities of the district are about to be largely increased. The proposed tunnel under the Tees will give direct communication between Middlesbrough and Hartlepool, and the new railway between Eton and Stockton, now under construction, will enable the Cleveland ironmasters to obtain direct access to a large and valuable, but hitherto isolated, coal field.

The subscriptions now collected on behalf of the proposed testimonial to the late Mr. John Vaughan are sufficient to justify the committee in taking immediate steps in the matter, and I believe their selection will not much longer be delayed.

A statement published by the lead miners of Weardale within the last few days shows that the total average per week per man is not over 20s. 2d. This is in marked contrast with some of the miners in the Cumberland and Westmoreland hematite mines, who earn from 3*l.* to 4*l.* in a week of five days.

A good deal of interest is put in the discovery of coal at Blackdale Head, in the Howardian hills, near the Gilling station of the Thirsk and Malton Railway. The discovery will do much, it is expected, to lead to the opening up of this hitherto little-known and thinly-populated district. I hear of another discovery of a seam of coal 4 ft. 6 in. thick on the estate of Mr. Watkin, near Sheffield, where no coal was believed to exist.

Mr. John Wales Laverick has been presented with a splendid gold watch and writing desk, value 20*l.*, on his leaving the Hetton Coal Company for a more important situation.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Feb. 13.—There has been some agitation during the past week in the coal mining districts of Derbyshire relative to the limitation of the working hours to eight per day, and at several of them, including Sheepbridge, Tapton, Monkwood, Whittington, and the Albert, the wishes of the men have been complied with, the latter stating that they would make an effort so that the diminution of hours should not lessen the output. There are complaints in several districts that the price of coal has been advanced, and at Brimington, near Chesterfield, the charge for potters' ware has been increased in consequence. The trade in both steam and house coal is very brisk, and a full average business continues to be done with the metropolis from all the leading collieries between Sheffield and Clay Cross and from those on the Erewash Valley line. The new railway from Kettingham to Derby it is expected will be commenced early in March, and will open out a very large coal field in the district through which it will pass. In the Burton-on-Trent district the collieries are doing very well, and a considerable tonnage of coal is being shipped to the southward and from the Brethry pits, belonging to the Countess of Chesterfield. There is a large output of pig-iron being turned out at Staveley, Sheepbridge, Stanton, Derby, and Codnor Park. In manufactured iron there is also considerable activity, especially in foundry material.

The works in Sheffield continue in most instances brisk, but some difficulty is experienced in obtaining supplies of fuel, and prices, so far as dealers are concerned, have advanced. Sir J. Brown and Co. are running their plate mills to their full extent, and are making a large quantity of Bessemer steel, and converting it into rails, tyres, and axles. The company is now feeling the advantage of having a colliery at its control, having purchased last year the one known as Aldwade Main, which more than supplies all the requirements of the works. The forges continue to do well, and there is a good demand for heavy hammered work of every description. The cutlery establishments are doing a steady trade, whilst filemakers are very busy. The steelmakers have formed an association to

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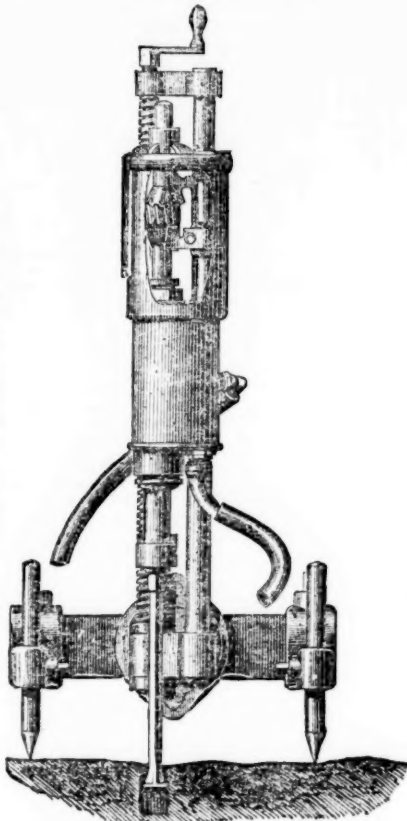
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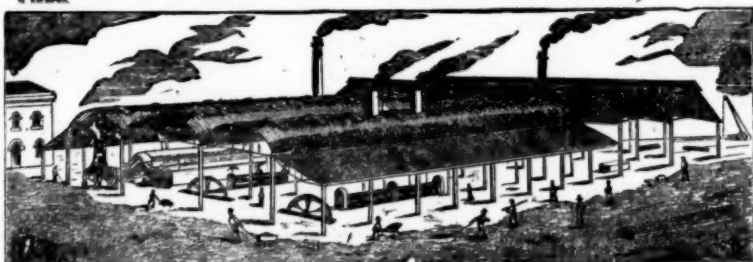
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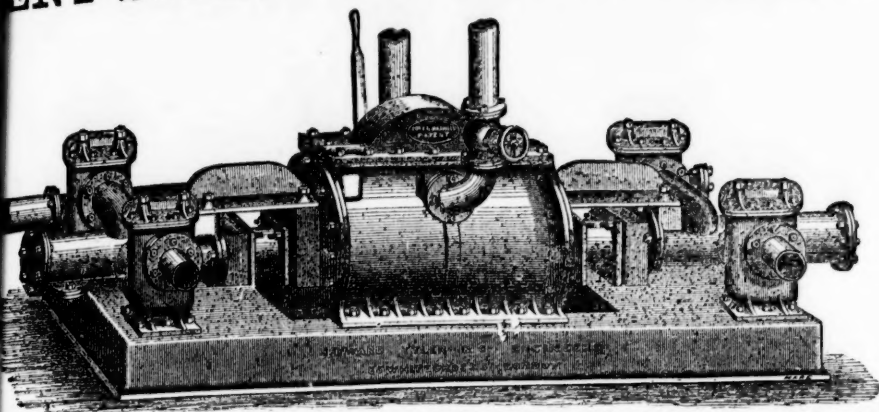
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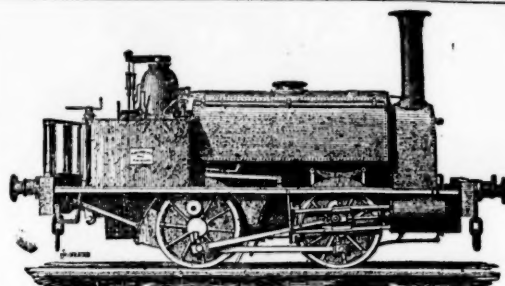
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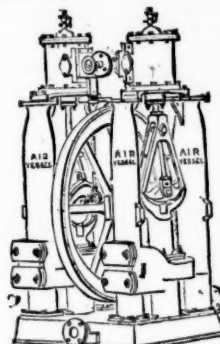
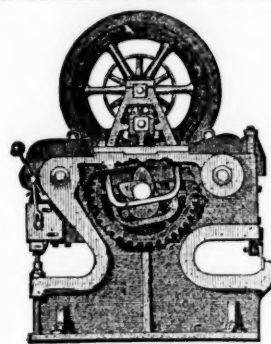
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